

METAL PRICES

NEW YORK, March 19.—Silver, 72.7-8c; Lead, \$9.75 asked; Spelter, \$10.625; Copper, \$31.50 to \$35.00.

The Ogden Standard.

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UTAH: Tonight and Tuesday fair; not much change in temperature.

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ADAMSON LAW IS UPHELD

SINKING OF AMERICAN SHIPS IS WAR

GERMANS IN FULL RETREAT, HARASSED BY CAVALRY

U. S. CONGRESS MAY BE CALLED WITHOUT ANY FURTHER DELAY

Washington Thoroughly Aroused by Ruthless Warfare and Preparations Are Going Ahead as Though War Existed—President Busy.

WASHINGTON, March 19.—New and aggressive action to protect American shipping against German submarines appears certain as a result of yesterday's sinking of the three unarmed American merchantmen with possible loss of American lives.

Calling of congress in extra session before April 15, loomed as the strongest probability, although President Wilson was understood to have other courses under consideration. With American ships already being armed, the most probable step would be an active campaign to clear submarines out of the shipping lanes. There appeared to be no plan to have the United States enter the war in the sense that the European nations have entered it.

Submarine Chasers Needed.
The fact that some American ships are on the other side of the ocean unarmed is a factor in the situation and as large warships are ineffective against submarines, the problem for the government is to get small submarine chasers. Most of the American fleet is needed at home to guard against operations of German submarines in American waters.

There seemed to be no doubt that steps to supplement arming of American ships would be taken and the only question was whether the president would take such steps on his own responsibility or wait for congress to grant specific authority.

President Considering Question.
No comment was made at the White House today beyond the statement that the president was getting reports and considering the question thoroughly.

Secretary Lansing was called to the White House by President Wilson early today and they discussed the policy of the government.

WASHINGTON, March 19.—The United States today faced the pressing question of war with Germany over the immediate issue of the ruthless destruction of three unarmed American merchant ships. Technically an armed neutrality still existed but unofficially it was admitted Germany had committed the "overt act" which precipitates a virtual state of war.

The next step beyond the arming of merchantmen now going forward, is the dispatch of warships to clear the transatlantic lanes of submarine.

President Considers All Courses.
President Wilson was considering carefully all courses open to him. He might continue arming merchantmen as at present, until the special session of congress called for April 15; he might summon congress to meet immediately to authorize him to take aggressive action against the submarine menace, or he might declare forthwith that a state of war exists. Some officials state he already has ample power for the last course, but that this would be subject to approval by congress.

Dispatches from the various battle fronts took on added interest today, as officials realized that the United States is practically certain to become involved in hostilities with Germany. The war and navy departments particularly were confronted anew with problems of precisely what plans they shall follow if war comes.

Many senators and representatives who remained in Washington today expressed the opinion that the German submarines' latest acts constitute a clear cause for war.

FREIGHT RATES UNREASONABLE

Oregon Short Line Charges on Sheep and Goats Are Found Excessive.

WASHINGTON, March 19.—Freight rates on sheep and goats from Utah, Idaho and Oregon points on the Oregon Short Line to Los Angeles were found today to be unreasonable by the interstate commerce commission. Rates for sheep and goats not higher than those on cattle and rates on hogs not to exceed 90 per cent of the rates on cattle were ordered. Present rates on cattle and calves were sustained.

POWER PEOPLE WILL BE OUSTED

Injunctions Against Utah Hydro-Electric Plants on Federal Reservations Sustained.

WASHINGTON, March 19.—In sustaining injunctions ousting Utah hydro-electric power companies from federal forest reservations the supreme court today upheld federal and limited state sovereignty in developing resources in western "public land" states.

Regulations of the agriculture and interior departments conservation policy and decrees requiring the Utah power companies to remove their property from the public lands, unless they secure federal permits, were sustained.

The court maintained power of congress to regulate all public lands and denied that its authority was limited to lands actually used for federal purposes. All government regulations were not specifically upheld, but the court refused to disturb any of them. It also held the government entitled to reasonable compensation from the Utah power concerns for use of lands occupied.

CAPTAIN AND MEN MISSING

Four of Eight City of Memphis Sailors Lost—Steamer Carried No Guns.

LONDON, March 19, 10:40 a. m.—Captain Borum and the eight men who formed the complement of his boat are among those missing from the sunken American steamer City of Memphis. Four of the eight sailors are Americans. The boat was packed up at 10 o'clock Sunday morning empty and it is hoped that its occupants were rescued either by a patrol boat or by a vessel carrying no wireless and landed at some out of the war port.

The survivors say that the captain's boat became separated from the others about 1 o'clock on Sunday morning. The City of Memphis left Cardiff with fifty-eight persons of whom twenty-nine were Americans. The survivors who have thus far reported to the American consulate number thirty-three. The steamer carried no guns. She was equipped with wireless, but did not use it after the submarine appeared.

The survivors say the weather was equally and there was a heavy south-west wind.

BOND ISSUE TO AID THE NAVY

President Visit State, War and Navy Buildings on War Situation.

WASHINGTON, March 19.—President Wilson made another personal visit to the state, war and navy buildings this afternoon and there were outward indications that some new definite action was impending as the result of the latest destruction of American ships by German submarines.

President Wilson conferred with Secretary Daniels, it was understood, about the issue of \$150,000,000 in bonds for hurrying naval construction because of national emergency.

Entire Eight-Hour Act Is Held Constitutional By the Supreme Court

Measure Held Valid in All Respects—Decision Legalizes Wage Increases Which Went Into Tentative Effect on Passage of Law.

WASHINGTON, March 19.—The Adamson eight-hour railroad law was held constitutional and valid in all respects today by the supreme court. The decision makes eight hours the standard of a day's work and wages for men in operation of trains and legalizes the wage increases which went into tentative effect on its passage.

In announcing the opinion, the chief justice reviewed the negotiations leading to enactment of the law. He did not read from a prepared opinion, giving it apparently from memory. He told of the president's efforts to avert the strike last September.

"He suggested arbitration. The employers accepted and the employees refused," said the chief justice. "He then suggested a basic eight-hour day standard. The employers rejected and the employees accepted."

How the president went to congress was then recited.

"Congress passed the law that is before us and the carriers refused to recognize it," he continued. He said the agreement to expediate the case was "very laudable."

Both Eight-Hour and Wage Fixing.
In the early course of the opinion the chief justice said that the law was both an eight-hour day act and also a wage fixing statute. He said it "strips the parties of power contract" as to wages. He said the eight-hour provision was the paramount feature.

Regarding whether the law is an hours of labor or wage fixing law, the justice said it was both. He said the question of fixing hours of labor by congress was out of the case as unquestioned.

The chief justice cited the hours of "service act" as an instance of "hours of labor" legislation by congress and said transportation was of both private and public interest.

Dividing Line Close.
"The dividing line is so marked that government will not destroy the private right," said the chief justice. "The power to regulate rests upon both the private and public interests involved."

He then said the right of private parties to fix private wages was an inherent right to take it away would be unconstitutional, but added that considering what congress intended to do and the failure of the railroads and employees to reach an agreement to say that the government authority did not have the power to fill the void would be to declare that the private right and destroyed the public right."

He said power of congress was "not an emergency power" and recited the congressional power to fix rates, prohibiting rebates and a "myriad" of regulations to protect the public interest. He said that power had been extended to employees, citing the "hours of service act" and others and held there was authority of congress to act because failure of the railroads and employees to reach an agreement.

The railroads could not object to fixing a standard of wages, he said, because in the deadlock none was fixed.

The immediate temporary wage increases won by the railroad employees affect 400,000 trainmen, as of January 1, and are estimated to total between \$40,000,000 and \$50,000,000.

The court's decision was five to four with Justices Day, Pitney and Van De Vanter announced their dissent from the bench and later Justice McReynolds announced his.

Judge Hook Reversed.
Federal Judge Hook's ruling in the Missouri, Oklahoma and Gulf railroad test case, enjoining enforcement of the Adamson act and holding it "unconstitutional, null and void" was reversed.

Justice McKenna concurred in the majority opinion, but on slightly different grounds. Justice Day read his own dissenting opinion and Justice Pitney delivered the other dissenting opinion, in which Justice Van De Vanter joined.

Justices Pitney and Van De Vanter, in their joint dissenting opinion, held that the law should be held unconstitutional and void "because congress, although confessedly not in possession of information necessary for intelligent and just treatment of the controversy, arbitrarily imposed upon the railroads the entire and enormous cost of an experimental increase in wages."

Practical Confiscation.
Justice Day, in his dissenting opinion, said the legislation amounted to "deprivation of the railroads' property without due process of law."

In concurring in the majority opinion, Justice McKenna differed in that he believed the law "an hours of service" statute and only secondarily a wage fixing law and thus within the power of congress.

Justice McReynolds delivered a separate opinion saying that congress did not have power to pass the law, but that he now bows to the majority's ruling.

Justice White's Majority Opinion.
The majority opinion as delivered by Chief Justice White follows:

"Was there power in congress under the circumstances existing to deal with the hours of work and wages of railroad employees engaged in interstate commerce, is the principal question here to be considered."

"Its solution, as well as that of other questions which also arise, will be clarified by a brief statement of the conditions out of which the controversy arose."

"Two systems controlled in March, 1916, concerning wages of railroad employees; one an eight-hour standard of work and wages with additional pay for overtime, governing on about sixteen per cent of the railroads; the other a stated mileage task of 100 miles to be performed during ten hours with extra pay for any excess, in force on about 85 per cent of the roads."

Demand of Employees.
The organizations representing the employees of the railroads in that month made a formal demand upon the employers that, as to all engaged in the movement of trains except passenger trains, the 100 mile task be fixed for eight hours, provided that it was not so done as to lower wages and provided that an extra allowance for overtime calculated by the minute at one and one-half times the rate of the regular hours' service to be established."

Optional to Employees.
"The demand made this standard obligatory on the railroads, but optional on the employees, as it left the right to retain their existing system on any particular road if they elected to do so. The terms of the demand were as follows, except the one which reserved the option which was in the margin and others, making article one applicable to yard and switching and hosteling service:

"Article 1: A. In all road service 100 miles or less eight hours or less will constitute a day, except in passenger service. Miles in excess of 100 will be paid for at the same rate per mile."

"B. On runs of 100 miles or less, overtime will begin at the expiration of eight hours."

"(C)—On runs of over 100 miles overtime will begin when the time on duty exceeds the miles run divided by 12 1/2 miles per hour."

"(D)—All overtime to be computed on the minute basis and paid for at time and one-half times the pro rata rate."

"(E)—No one shall receive less for eight hours or 100 miles than they now receive for a minimum day or 100 miles for the class of engine used or for service performed."

"(F)—Time will be computed continuously from time required for duty until release from duty and responsibility at end of day or run."

"The employers refused the demand and the employees through their organizations by concert or action took the steps to call a general strike of all railway employees throughout the whole country."

"The president of the United States invited a conference between the parties. He proposed arbitration. The employer agreed to it and the employees rejected it. The president then suggested the eight-hour standard of work and wages. The employers rejected this and the employees accepted it. Before the disagreement was resolved the representatives of the employees abruptly called a general strike throughout the whole country, fixed for an early day. The president, stating his efforts to relieve the situation and pointing out that no resources at law were at his disposal for compulsory arbitration to save the commercial disaster, the property injury and the personal suffering of all, not to say starvation which would be brought to many among the vast body of the people if the strike was not prevented, asked congress first that the eight hour

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ROADS YIELD TO MEN

Demands of Brotherhoods Granted—Messages Sent Throughout Country.

NEW YORK, March 19.—The railroad strike has been averted. Yielding to the appeal of President Wilson and facing the probability of this country's entrance into the world war, the railroads early today granted the demands of the four employees' brotherhoods for a basic eight-hour day. The telegraph wires this morning are carrying throughout the United States messages from the brotherhood chiefs rescinding the orders for the inauguration of the great progressive strike at 7 o'clock.

The decision is regarded as a complete surrender to the brotherhoods, brought about, however, after the patriotism of the railroad managers had been put to the test. The president's mediators, playing what they considered their last trump card, were not successful in their mission until after more than fifty hours of anxious conferences, all of which pointed, within a short time before the decision was announced, to an inevitable deadlock.

Secretary of the Interior Lane and the other mediators were visibly affected when told of the action of the railroad managers. Mr. Lane sent immediately for the committee of the railroads and, turning to Elisha Lee, their spokesman, said:

Magnificent Thing for Country.
"This is a magnificent thing that you have done for your country. It will go down in history as one of the greatest things you ever did."

The brotherhood chiefs, who already had left the hotel where the conferences were being held and had retired for the night, apparently convinced that a settlement of the differences could not be reached, were summoned next. Their faces showed the relief they felt from the strain under which they had labored since early Friday evening with the president's committee. W. G. Lee, head of the trainmen, announced for them that orders would go forward at once informing all district chairmen of the brotherhoods of the successful outcome of the conference.

Salary List Increased \$60,000,000.
By the terms of the settlement, the combined salary list of the railroads will be increased approximately \$60,000,000 a year, according to conservative estimates. The number of workmen profiting by this increase will be more than 300,000.

That the crisis resulting from the sinking of three American ships by German submarines was the prime factor in clearing the situation and restoring the country to normal conditions so far as its transportation facilities were concerned, was conceded by all.

Agreement is Signed.
The agreement which averted the strike was signed in Secretary Lane's room at 5:15 this morning, just a few hours after the managers had agreed to abandon the long and bitter fight they have made against the brotherhood's demands.

As the last of the five to sign it attached his signature the tension in the little group relaxed. The managers and chiefs shook hands with one another and with each of the Washington mediators.

The sun was just touching the white

(Continued on Page 7)

KAISER'S ARMIES GIVE UP MANY SQUARE MILES OF FRENCH TERRITORY

Two Entire Departments, the Oise and the Aisne, to Be Liberated—Rapid Retreat of Enemy Being Harried by Cavalry.

PARIS, March 19, (noon).—The French, closely following the retreating Germans, re-occupied Guiscard last night and at several points reached the railroad from Ham to Nesle, the war office announces. Troops were pushed along the national road to St. Quentin.

PEKING, March 19.—Chinese troops have occupied without opposition the German concessions at Tientsin and Hankow. The Dutch have taken over the German consulates.

BERLIN, March 19, by wireless to Sayville.—Evacuation of territory over a wider sector of the French front extending from Arras to the Aisne river is announced by the German war office.

Several lines of French trenches over an extent of 300 metres in one section and 800 metres in another on the Verdun front were stormed yesterday by the Germans. Nearly 500 French prisoners were taken.

TWENTY-TWO U. S. CITIZENS LOST

Fourteen Missing From Vigilantia and Eight From City of Memphis.

NO WARNING GIVEN

No Details of Sinking of the Illinois With Sixteen Americans Aboard.

NEW YORK, March 19.—Eighty-five Americans, comprising a large majority of the crews, were aboard the three American steamers Vigilantia, City of Memphis and Illinois, sunk by German submarines on Saturday and Sunday in the blockade zone. The latest information here is that fourteen men are missing from the Vigilantia and eight from the City of Memphis. The crew of the Illinois was landed safely.

The City of Memphis left Cardiff at Wales Friday, in ballast for New York. She encountered the submarine Saturday evening and the crew was given 15 minutes to take to the boats. The vessel was owned by the Ocean Steamship company and valued at \$600,000. She left New York on January 23, with a cargo of cotton which was delivered at Havre, France. There were fifty-seven men in her crew.

Torpedoed Without Warning.
The Vigilantia was torpedoed without warning, according to the survivor's story, and the submarine did not appear. She carried a crew of forty-five men, twenty-one of whom were Americans. Thirty-one of these have been landed at the Scilly Islands. The Vigilantia sailed from New York on February 28, with a cargo consisting in part of provisions and valued at nearly \$760,000. The ship herself was said to be worth one million dollars.

Beyond the fact that the crew was saved no details had been received here early today regarding the destruction of the Illinois. She was reported merely as "sunk."

The Illinois was a tank ship owned by the Texas Oil company. She left Port Arthur, Tex., on February 17 for London with a full cargo. There were sixteen Americans on board, including all the officers and eight members of the crew. Her entire crew consisted of thirty-five men. Her home port was New York.

ZEPPELINS IN LONDON ATTACK

BERLIN, March 19, via London, 5:05 a. m.—An attack on London by Zeppelins lasting one and one-half hours has been made, the war office an-

PARIS, May 19.—The German line at last accounts was in full retreat over a sector which represents almost one-fifth of the vast front from Switzerland to the sea, closely pressed by the French and British. French troops, advancing with the precision of a machine along a 40-mile front, have recaptured important towns and many square miles of territory, accomplished at small cost to them.

In the Lassigny region west of Roye the Germans appear to have made only a weak defense, since the French were able to push forward thirteen miles at one bound. General Nivelle, the French commander, who is credited with possessing almost uncanny ability to gauge the powers of his opponents, is following up the retreating Germans with great rapidity. It is regarded here as doubtful whether the Germans will find it feasible to offer serious resistance before reaching the basic line of defense between Lille and Soissons, two days' march from where they now are.

PARIS, March 19, 5 a. m.—Tomorrow, or the day after, two entire French departments, those of the Oise and Aisne, will be liberated from the German hold, according to reports from the fighting front. The total territory now regained is roughly calculated at 620 square miles.

The nature of the ground over which the Germans retreated was almost all against them and they were harried by cavalry, which is now being used in force for the first time since the battle of the Marne.

At a few points where resistance offered an opportunity for resistance, the Germans tried to make a stand and fell back only after considerable fighting. The newspapers are overjoyed at the liberation of such an extent of territory. Henri Bidou, one of the best known military writers, says:

"Our troops are advancing to victory, which, long waiting in underground holes and trenches, spreads her young wings in the broad light of day, which she sees again."

German Design Foreseen.
The comment on the military aspect of the situation is moderate and even cautious. Le Petit Parisien believes that the rapid retreat of the Germans very probably conceals some design but that there can be no doubt that, notwithstanding the great confidence inspired by Von Hindenburg the German public will learn with stupefaction of the evacuation of a region where so many Germans have fallen.

"The spirit of the population and troops," says this paper, "will be affected and to wipe out this bad effect it will be necessary to attempt some operation on a vast scale. This will certainly be undertaken and at date which cannot be far off."

nounced today. Bombs were dropped successfully and the airships returned safely.

MAIL SACKS RIFLED.
NEW YORK, March 19.—Twenty-six mail bags addressed to Washington and the British embassy at Washington were found to have been rifled on board the Cunard liner Saxonia upon her arrival here today.